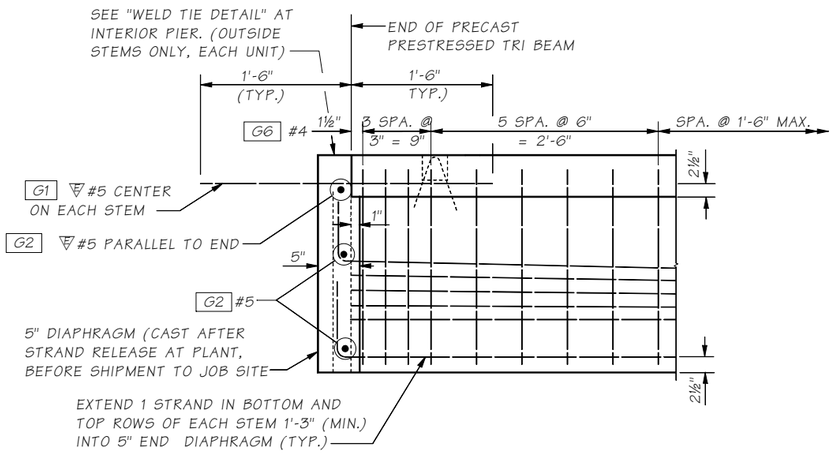
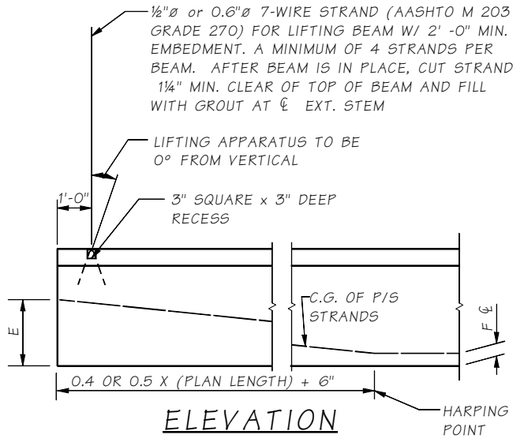


END DIAPHRAGM DETAIL

DIAPHRAGM DIMENSIONS ARE NORMAL TO SKEW.
ALL OTHERS ARE PARALELL TO ℄ GIRDER

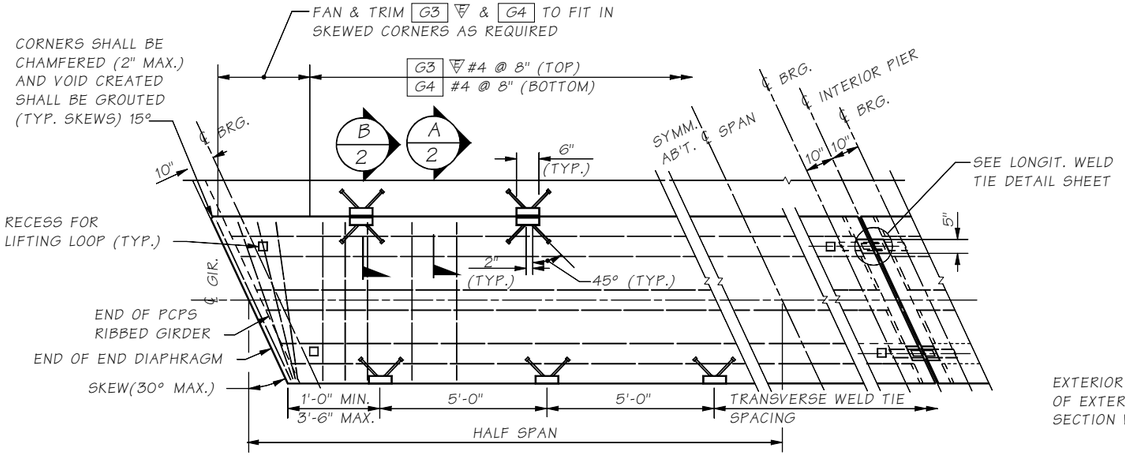


ELEVATION

END DIAPHRAGM NOT SHOWN

NOTES

1. CONCRETE SHALL BE WITH A MINIMUM COMPRESSIVE STRENGTH AT TRANSFER AND FINAL AS SHOWN IN THE DESIGN TABLE. ALL PRESTRESSING STEEL SHALL BE ½"ø OR 0.6"ø LOW RELAXATION 7-WIRE STRANDS (AASHTO M 203, GRADE 270.) STRANDS SHALL BE TENSIONED INITIALLY TO 0.75 Fpu. PLATES AND ANGLES SHALL CONFORM TO AASHTO M183 AND SHALL BE PAINTED WITH 2 COATS OF STATE FORMULA A-9-73.
2. ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31, GRADE 60. ALL REINFORCING STEEL SPLICES SHALL BE 2'-0" MINIMUM UNLESS SHOWN OTHERWISE. ALL DEFORMED WIRE SHALL BE PER ASTM A 496.
3. ALL REINFORCING BARS SHALL BE PLACED 2" CLEAR OF THE NEAREST FACE OF CONCRETE UNLESS SHOWN OTHERWISE.
4. NO TRAFFIC SHAL BE ALLOWED ON A BEAM ADJACENT TO A GROUTED JOINT UNTIL THE GROUT HAS ATTAINED A MINIMUM STRENGTH OF 4,000 PSI.
5. THE DEFLECTION VALUES LISTED IN THE DESIGN TABLE ARE COMPUTED DEFLECTIONS AT MID-SPAN BASED ON THE FOLLOWING TIME ELAPSE ASSUMPTIONS:
   - INITIAL CONCRETE COMPRESSIVE STRENGTH AT RELEASE WILL BE ATTAINED IN ONE (1) DAY.
   - FINAL CONCRETE COMPRESSIVE STRENGTH AT 28 DAYS WILL BE ATTAINED IN SEVEN (7) DAYS.
   - THE FINAL DEFLECTION IS BASED ON A CONCRETE AGE OF TWO THOUSAND (2000) DAYS.
   - THE FINAL DEFLECTION DUE TO SUPERIMPOSED LOAD (ASPHALT OVERLAY PLUS TRAFFIC BARRIERS) IS BASED ON A CONCRETE AGE OF TWO THOUSAND (2000) DAYS WITH THE LOAD ASSUMED TO BE PLACED SIXTY (60) DAYS AFTER BEAMS ARE CAST.
6. IF THE ACTUAL CONDITIONS VARY SUBSTANTIALLY FROM THOSE ASSUMED ABOVE, THE DEFLECTIONS SHOULD BE MODIFIED AND SUBMITTED TO THE DESIGN ENGINEER FOR APPROVAL. THE TIME ASSUMPTIONS MAY VARY BY ± 30%.
7. IT IS INTENDED THAT A MEMBRANE WATERPROOFING AND ASPHALT OVERLAY WILL BE INSTALLED ON THE IN-PLACE SECTION.THE ASPHALT SHALL BE VARIED TO PARTIALLY COMPENSATE FOR THE TWO THOUSAND (2000) DAY SLAB DEFLECTION. THE THICKNESS OF ASPHALT SHALL BE A MINIMUM OF 0.15 FEET AT THE MIDSPAN.



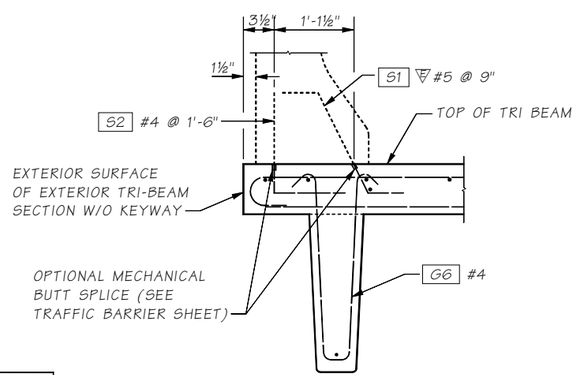
GIRDER PLAN

OMIT WELD TIES ON EXTERIOR EDGE OF EXTERIOR GIRDER.
* LONGITUDINAL WELD TIES ARE REQUIRED AT END PIER WHEN APPROACH SLAB IS USED

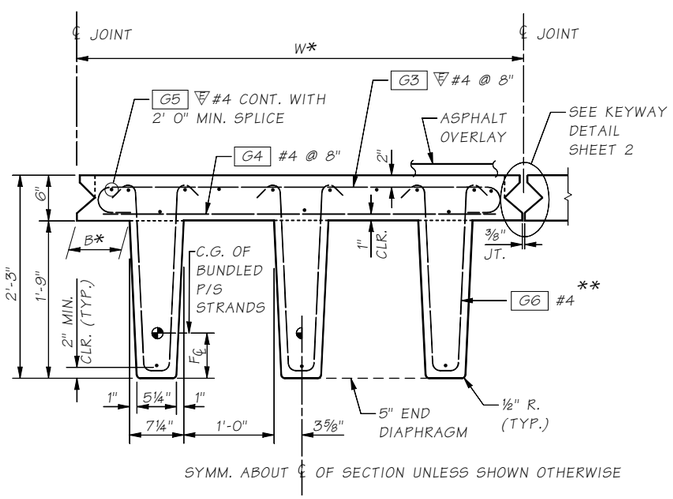
W*	B*
4'-0"	1⅛"
5'-0"	7⅛"
6'-0"	1'-1⅛"

* May be varied to meet superstructure width.

** Stirrup spacing to be determined by analysis.



EXTERIOR GIRDER REINFORCING

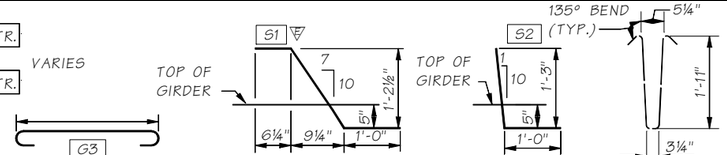


TYPICAL SECTION

SECTION SHOWN NEAR MIDSPAN

∇ EPOXY COATED

MARK	LOCATION	SIZE	NO. REQ'D.	BENDING DIAGRAM (ALL DIMENSIONS ARE OUT TO OUT)
G1	STEM - LONGIT.	∇5	6	
G2	DIAPH. - TRANSV.	∇5	6	STR.
G3	TRANSV.	∇4	VARIES	VARIES
G4	TRANSV.	4	VARIES	STR.
G5	LONGITUDINAL	∇4	VARIES	
S1	T.B. TO DECK TIE.	∇5	VARIES	
S2	T.B. TO DECK TIE	4	VARIES	



Bridge Design Engr.	M:\STANDARDS\Girders\Tri-Beam\TRI-BEAM GIRDER 4 FT.man				REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor					10	WASH.			
Designed By					JOB NUMBER				
Checked By									
Detailed By									
Bridge Projects Engr.									
Prelim. Plan By									
Architect/Specialist	DATE	REVISION	BY	APP'D					

BRIDGE AND STRUCTURES OFFICE

Washington State Department of Transportation

STANDARD PRESTRESSED CONCRETE GIRDERS

RIBBED GIRDER DETAILS 1 OF 2

BRIDGE SHEET NO.

SHEET OF SHEETS

SHEET JOB NO. SR 5.6-A22-1

Tue Apr 29 13:43:53 2008